SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

146

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, March 4, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

J. H. DYER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

A. F. BOWLES,
Superintendent.

F. L. BURCKHALTER,
First Assistant General Manager.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Time Table No. 146

March 4, 1928

Capacity of Sidings in Car Lengths	SECOND CLASS 300 Local Freight	 252 Sunset Manifest Freight	 302 Local Freight	FIRST CLASS 26 Owl	 60 West Coast	 96 Fresno Bakersfield Passenger	 56 Tehachapi	 10 Santa Fe Passenger	 52 San Joaquin Flyer	 58 Sequoia	Distance from San Francisco		STATIONS	
	Leave Daily Ex. Saturday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKWFTYP Yard	6.30PM	1.50PM		11.55PM	10.55PM		7.30PM		2.25PM	7.10AM	205.5		TO-R FRESNO 2.8	Double Track
											208.3		CALWA 0.8	
I P	6.45	2.10		12.05AM	11.05		7.40		2.35	7.20	209.1		TO CALWA TOWER A. T. & S. F. Crossing 1.3	
64 P	6.50	2.15		12.07	11.07		f 7.43		2.37	7.22	210.4		MALAGA 4.7	
84 P	7.05	2.30		12.13	11.13		s 7.52		2.45	s 7.30	215.1		TO FOWLER 1.3	
(Spur)											216.4		STAR 4.3	
131 WP	7.35	2.43		12.20	f11.23		s 8.03		2.54	s 7.41	220.7		TO SELMA 4.9	
83 WP	8.05	3.01		12.26	11.31		s 8.15		3.01	s 7.52	225.6		TO KINGSBURG 1.5	
(Spur)											227.1		SUMNER 4.2	
64 P	8.20	3.16		12.33	11.38		f 8.25		3.08	8.00	231.3		TRAVER 2.4	
64 P	8.25	3.29		12.36	11.41		8.28		3.11	8.03	233.7		CROSS 5.4	
99BKWFYP	8.45PM	4.01	5.00AM	12.43	s11.49		s 8.55		3.20	s 8.10AM	239.1		TO-R GOSHEN JCT. 6.5	
64 P		4.25	5.30	12.51	11.57PM		f 9.03		3.28	(Runs via Porterville)	245.6		TAGUS 4.1	
i											249.7		TO TULARE TOWER A. T. & S. F. Crossing 0.3	
95 WP		4.55	6.30	f12.58	f12.05AM		s 9.20		s 3.36		250.0	Block Signals.	TULARE 1.5	
(Spur)											251.5		BURLING 4.3	
63 P		5.20	7.00	1.06	12.13		9.30		3.44		255.8		OCTOL 4.6	
91 WP		5.50	7.30	1.12	12.20		s 9.40		f 3.50		260.4		TO TIPTON 1.9	
(Spur)											262.3		ALFAC 1.4	
											263.7		QUAIL 3.1	
95 P		6.15	8.29	1.22	12.28		f 9.50		3.58		266.8		TO PIXLEY 5.6	
88 P		6.45	8.45	1.30	12.35		f 9.59		4.05		272.4		TO EARLIMART 3.4	
(Spur)											275.8		STONE 0.7	
64 P		7.25	9.05	1.36	12.41		10.05		4.10		276.5		RADNOR 4.2	
88 WP		7.48	10.00	1.43	12.47		s10.16		4.16		280.7		TO DELANO 6.3	
64 P		8.20	11.00	1.52	12.55		f10.27		4.24		287.0		TO Mc FARLAND 5.6	
84 KWTP		8.45	11.30AM	1.59	1.08	10.45PM	f10.36	7.03PM	4.31	10.49AM	292.6		TO-R FAMOSO 3.3	
63 P		9.05	12.01PM	2.03	1.12	10.52	f10.41	7.10	4.35	10.58	295.9		SLATER 3.7	
(Spur)											299.6		DOW 0.9	
87 P		9.25	12.20	2.09	1.22	10.58	f10.48	7.19	4.41	11.04	300.5		LERDO 2.5	
95 P		9.34	12.35	2.12	1.25	11.01	10.51	7.22	4.44	11.07	303.0		PROSPERO 2.8	
63 P		9.45	12.50	2.16	1.29	11.05	f10.55	7.26	4.48	11.11	305.8		SACO 2.8	
86 KP		9.55	1.05	2.20	1.33	11.09	10.59	s 7.32PM	4.52	11.16	308.6		TO-R OIL JCT. 2.5	
57 P		10.05	1.15	2.24	1.37	11.13	11.03		4.56	11.21	311.1		NOME 1.8	
Yard BKWFTYP		10.20PM	1.30PM	s 2.31AM	s 1.45AM	s 11.20PM	s 11.10PM		s 5.02PM	11.29AM	312.9		TO-R BAKERSFIELD	
	Arrive Daily Ex. Saturday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.4)	
	(2.15) 14.93	(8.30) 12.61	(8.30) 8.68	(2.36) 41.30	(2.50) 37.90	(0.35) 34.80	(3.40) 29.29	(0.29) 33.10	(2.37) 41.04	(1.40) 32 34			..........Time over District ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train or ders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Scheduletime and train ord ers for eastward trains at Famoso apply at junction switch of Fresno Branch.
Schedule time and train ord ers for trains at Oil Jct. apply at Santa Fe junction switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
58	Famoso or East	Discharge		Any Station	Daily
52	Delano	Receive and Discharge	Bakersfield	Fresno	Daily
26	Delano	Receive and Discharge	Los Angeles	Tracy	Daily

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

Time Table No. 146
March 4, 1928

Double Track: Fresno to Calwa Tower. Block Signals: Fresno to Bakersfield.

STATIONS		Distance from Bakersfield	FIRST CLASS							THIRD CLASS		
			25	59	55	95	5	51	57	303	301	251
			Owl	West Coast	Tehachapi	Bakersfield Fresno Passenger	Santa Fe Passenger	San Joaquin Flyer	Sequoia	Local Freight	Local Freight	Sunset Manifest Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
TO-R FRESNO	2.8	107.4	s 3.00AM	s 3.30AM		s 10.45AM		s 4.20PM	s 11.10PM		3.55PM	5.30PM
OALWA	0.8	104.6										
TO OALWA TOWER A. T. & S. F. Crossing	1.3	103.8	2.47	3.18		10.32		4.07	10.58		3.35	5.00
MALAGA	4.7	102.5	2.44	3.15		f 10.29		4.04	10.55		3.30	4.57
TO FOWLER	1.3	97.8	2.37	3.07		s 10.20		3.56	f 10.45		3.15	4.40
STAR	4.3	96.5										
TO SELMA	4.9	92.2	2.29	f 2.59		s 10.09		3.48	s 10.33		2.54 2.00	4.15
TO KINGSBURG	1.5	87.3	2.22	2.50		s 9.58		3.40	s 10.21		1.45	3.40
SUMNER	4.2	85.8										
TRAVER	2.4	81.6	2.15	2.43		9.48		3.32	10.11		12.40	3.16
CROSS	5.4	79.2	2.12	2.40		9.45		3.29	10.08		12.35	3.11
TO-R GOSHEN JCT.	6.5	73.8	2.05	f 2.33		s 9.35		3.20	10.00PM	12.15PM	12.20PM	2.45
TAGUS	4.1	67.3	1.55	2.22		9.13		3.11		11.20AM		1.50
TO TULARE TOWER A. T. & S. F. Crossing	0.3	63.2										
TULARE	1.5	62.9	f 1.47	f 2.14		s 9.05		s 3.05		11.00		1.30
BURLING	4.3	61.4										
OOTOL	4.6	57.1	1.39	2.04		8.46		2.56		9.45		12.55
TO TIPTON	1.9	52.5	1.33	1.58		s 8.40		f 2.50		9.28		12.35
ALFAO	1.4	50.6			(Runs via Porterville)				(Runs via Porterville)			
QUAIL	3.1	49.2										
TO PIXLEY	5.6	46.1	1.22	1.50		s 8.29		2.42		9.00		12.05PM
TO EARLIMART	3.4	40.5	1.15	1.43		f 8.19		2.35		8.45		11.50AM
STONE	0.7	37.1										
RADNOR	4.2	36.4	1.09	1.36		8.12		2.30		8.20		11.35
TO DELANO	6.3	32.2	1.03	1.27		s 8.05		2.24		8.05		11.20
TO McFARLAND	5.6	25.9	12.55	1.19		f 7.55		2.16		6.45		11.00
TO-R FAMOSO	3.3	20.3	12.48	1.08	s 7.35AM	f 7.47	s 12.06PM	2.09	s 7.15PM	5.25		10.31
SLATER	3.7	17.0	12.44	1.04	7.30	7.43	12.01PM	2.05	7.10	4.00		10.20
DOW	0.9	13.3										
LERDO	2.5	12.4	12.38	12.58	f 7.23	7.37	11.55AM	1.59	7.04	3.45		10.05
PROSPERO	2.8	9.9	12.35	12.55	7.19	7.34	11.52	1.56	7.01	3.38		9.56
SACO	2.8	7.1	12.31	12.51	7.15	7.30	11.48	1.52	6.57	3.30		9.45
TO-R OIL JCT.	2.5	4.3	12.27	12.47	f 7.11	7.26	11.43AM	1.48	6.53	3.20		9.35
NOME	1.8	1.8	12.23	12.43	7.07	7.22		1.44	6.49	3.12		9.15
TO-R BAKERSFIELD		0.0	12.17AM	12.37AM	7.00AM	7.15AM		1.38PM	6.43PM	3.00AM		8.55AM
(107.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex Sunday	Leave Daily Ex. Sunday	Leave Daily
Time over District			(2.43)	(2.53)	(0.35)	(3.30)	(0.23)	(2.42)	(1.42)	(9.15)	(3.35)	(8.35)
Average speed per hour			39.53	37.24	34.80	30.68	41.73	39.75	31.70	7.98	12.52	12.51

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Schedule time and train orders for eastward trains at Famoso apply at junction switch of Fresno Branch.
Schedule time and train orders for trains at Oil Jct. apply at Santa Fe junction switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
25	Delano	Receive and Discharge	San Francisco	Los Angeles	Daily
95	Any Station	Discharge		Los Angeles	Daily
51	Delano	Receive and Discharge	Fresno	Bakersfield	Daily

BAKERSFIELD AND MOJAVE SUBDIVISION

EASTWARD

Time Table No. 146

March 4, 1928

Capacity of sidings in car lengths.	SECOND CLASS						FIRST CLASS								Distance from San Francisco		STATIONS			
	258	264	320	306	262	252	56	22	52	58	152	2	26	60						
	Freight	Freight	Local Freight	Bakersfield Olig Mixed	Freight	Sunset Manifest Freight	Tehachapi	Santa Fe Passenger	San Joaquin Flyer	Sequoia	Sunset Ry. Passenger	Santa Fe Tourist Express	Owl	West Coast						
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily						
BKWFTYP Yard				8.00AM			11.50PM		5.10PM	11.40AM	9.30AM		2.39AM	1.55AM	312.9	TO-R	BAKERSFIELD	0.7	Block Signals	
KI P	6.20PM	11.50AM	8.00AM	8.05AM	6.05AM	12.12AM	11.53	8.30PM	5.13	11.43	9.35AM	8.40AM	2.42	1.58	313.6	TO-R	KERN JCT.	3.4		Double Track
61 P	6.28	11.58AM	8.10		6.13	12.20	11.58PM	8.35	5.18	11.48		8.45	2.47	2.03	317.0		MAGUNDEN	3.1		
58 P	6.35	12.05PM	8.30		6.20	12.27	f 12.08AM	8.40	5.22	f 11.55AM		8.50	2.51	2.07	320.1		EDISON	4.9		
P	6.47	12.15	8.45		6.30	12.37	12.17	8.49	5.28	12.03PM		8.58	2.58	2.15	325.0	TO	SIVERT	2.9		
59 WP	6.52	12.20	8.51		6.36	12.43	12.22	8.54	5.33	12.08		9.03	3.02	2.20	327.9		BENA	3.4		
56 P	7.00	12.28	9.09		6.45	12.52	12.28	9.00	5.39	12.14		9.09	3.08	2.27	331.3		ILMON	3.9		
East 71 West 71 BKIWYP	7.25	12.51	9.50		7.10	1.17	s 12.43	f 9.10	5.47	s 12.25		s 9.18	3.16	2.35	335.2	TO-R	CALIENTE	3.0		
56 P	7.37	1.18	10.21		7.22	1.30	12.52	9.18	5.54	12.32		9.27	3.23	2.42	338.2		ALLARD	2.3		
West 88 East 98 IWP	7.50	1.30	10.46		7.35	1.42	12.58	9.24	6.00	12.40		9.33	3.29	2.48	340.5	TO	BEALVILLE	1.8		
13 P	7.57	1.37	10.56		7.42	1.49	1.03	9.29	6.05	12.47		9.38	3.34	2.54	342.3		CLIFF	3.2		
East 71 M10 West 71 P	8.12	1.52	11.24		7.59	2.12	1.11	9.37	6.13	12.55		9.46	3.42	3.02	345.5		ROWEN	3.3		
131 IWP House 56	8.37	2.17	11.50AM		8.25	2.37	f 1.27	9.49	6.25	f 1.06		9.58	3.54	3.14	348.8	TO	WOODFORD	3.0		
56 P	8.52	2.32	12.05PM 12.16		8.40	2.53	1.38	9.57	6.33	1.16		10.08	4.02	3.23	351.8		WALONG	2.3		
West 71 East 71 IWP	9.02	2.42	12.26		8.50	3.05	1.48	10.05	6.41	1.24		10.17	4.10	3.31	354.1		MARCEL	2.6		
67 P	9.17	2.57	12.41		9.05	3.20	1.58	10.14	6.49	1.32		10.26	4.18	3.39	356.7		CABLE	3.9		
61 68 WP	9.32	3.12	1.15		9.20	3.37	s 2.15	f 10.26	6.59	s 1.44		s 10.38	4.28	3.49	360.6	TO-R	TEHACHAPI	1.8		Double Track
100 YP	9.47	3.27	1.30		9.35	3.54	2.22	10.31	7.02	1.47		10.45	4.31	3.54	362.4		SUMMIT SWITCH	2.6		
77 P	9.52	3.32	1.52		9.40	4.05	f 2.27	10.36	7.06	s 1.52		10.49	4.35	3.58	365.0		MONOLITH	3.0		
YP															368.0		ERIC	1.9		
WP	10.03	3.43	2.10		9.51	4.16	2.35	10.45	7.13	2.00		10.57	4.42	4.05	369.9		CAMERON	4.4		
85 P	10.19	3.59	2.25		10.07	4.51	2.45	10.55	7.21	2.10		11.07	4.51	4.13	374.3		WARREN	6.4		
Yard BKWFTYP	10.40PM	4.20PM	3.10PM		10.30AM	5.25AM	s 2.58AM	11.10PM	s 7.34PM	s 2.23PM		s 11.20AM	s 5.04AM	s 4.26AM	380.7	TO-R	MOJAVE			
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(67.8)			
	(4.20) 15.48	(4.30) 14.91	(7.10) 9.60	(0.05) 8.40	(4.25) 15.19	(5.13) 12.86	(3.08) 21.63	(2.40) 25.16	(2.24) 28.25	(2.43) 24.95	(0.05) 8.40	(2.40) 25.16	(2.25) 28.05	(2.31) 26.94			..............Time over District ....Average speed per hour			

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Rowen apply at switch where inferior trains enter middle siding.
Schedule time and train orders at Tehachapi apply at end of double track.

BAKERSFIELD AND MOJAVE SUBDIVISION

WESTWARD

Time Table No. 146

March 4, 1928

				Distance from Mojave	FIRST CLASS							THIRD CLASS						
					55	9	51	57	21	25	59	255	321	263	261	307 ✓	151	251
					Tehachapi	Santa Fe Mail and Express	San Joaquin Flyer	Sequoia	Santa Fe Passenger	Owl	West Coast	Freight	Local Freight	Freight	Freight	Olig Bakersfield Mixed	Sunset Ry. Mixed	Sunset Manifest Freight
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Block Signals		TO-R	BAKERSFIELD	67.8	s 6.33AM		s 1.28PM	s 6.28PM		s 12.05AM	s 12.29AM					s 3.35PM	s 4.30PM	
			0.7															
	Double Track	TO-R	KERN JCT	67.1	6.29	9.05AM	1.25	6.25	7.00PM	12.02AM	12.26	4.39AM	1.00PM	11.25AM	2.21PM	3.30PM	4.20PM	1.21AM
			3.4															
			MAGUNDEN	63.6	6.23	8.59	1.19	6.19	6.52	11.56PM	12.21	4.31	12.45	11.17	2.13			1.13
			3.1															
			EDISON	60.6	f 6.17	8.53	1.15	f 6.14	6.46	11.52	12.16	4.24	12.30PM	11.10	2.06			1.06
			4.9															
		TO	SIVERT	55.7	6.06	8.45	1.09	6.07	6.36	11.44	12.09	4.14	11.55AM	11.00	1.56			12.53
			2.9															
			BENA	52.8	6.01	8.40	1.05	6.03	6.31	11.39	12.05AM	4.08	11.48	10.54	1.50			12.43
			3.4															
			ILMON	49.4	5.55	8.33	12.59	5.56	6.23	11.32	11.59PM	3.58	11.38	10.44	1.40			12.28
			3.9															
		TO-R	CALIENTE	45.5	s 5.45	s 8.23	12.51	s 5.47	s 6.14	11.23	11.51	3.46	11.25	10.31	1.27			12.05AM
			3.0															
			ALLARD	42.5	5.35	8.15	12.45	5.36	6.06	11.16	11.44	3.36	11.05	10.21	1.18			11.44PM
			2.3															
		TO	BEALVILLE	40.7	5.29	8.10	12.40	5.31	6.00	11.11	11.39	3.29	10.46	10.13	1.11			11.30
			1.8															
			CLIFF	38.9	5.24	8.06	12.36	5.27	5.56	11.07	11.35	3.12	10.30	9.57	1.05			11.18
			3.2															
			ROWEN	35.8	5.16	7.59	12.29	5.20	5.49	11.00	11.28	3.02	10.15	9.46	12.55			11.07
			3.3															
		TO	WOODFORD	31.9	f 5.08	7.52	12.22	f 5.13	5.42	10.53	11.21	2.37	9.58	9.08	12.22			10.53
			3.0															
			WALONG	28.9	5.00	7.45	12.16	5.06	5.35	10.47	11.15	2.23	9.33	8.58	12.06PM			10.35
			2.3															
			MARCEL	26.6	4.54	7.40	12.11	5.01	5.30	10.42	11.10	2.16	9.25	8.50	11.59AM			10.27
			2.6															
			CABLE	24.0	4.47	7.34	12.05PM	4.55	5.24	10.36	11.04	1.58	9.05	8.25	11.41			10.14
			3.9															
		TO-R	TEHACHAPI	20.1	s 4.38	s 7.26	11.57AM	s 4.47	s 5.16	10.28	10.56	1.41	8.30 7.35	8.09	11.29			9.55
			1.8															
	Double Track		SUMMIT SWITCH	18.3	4.30	7.22	11.54	4.42	5.11	10.24	10.53	1.37	7.30	8.05	11.25			9.48
			2.6															
			MONOLITH	15.7	f 4.24	7.18	11.49	s 4.37	5.06	10.19	10.47	1.32	7.18	7.59	11.19			9.42
			3.0															
			ERIC	12.7														
			1.9															
			CAMERON	10.8	f 4.13	7.11	11.41	4.29	4.57	10.10	10.38	1.15	6.38	7.40	11.00			9.23
			4.4															
			WARREN	6.4	3.57	6.59	11.28	4.17	4.44	9.57	10.25	1.00	6.15	7.25	10.45			9.00
			6.4															
			MOJAVE	0.0	3.35AM	6.40AM	11.09AM	3.58PM	4.25PM	9.38PM	10.06PM	12.35AM	5.45AM	7.00AM	10.20AM			8.30PM
			(67.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
			Time over District		(2.58)	(2.25)	(2.19)	(2.30)	(2.35)	(2.27)	(2.23)	(4.04)	(7.15)	(4.25)	(4.01)	(0.05)	(0.10)	(4.51
			Average speed per hour		22.85	27.76	29.26	27.12	25.97	27.64	28.44	16.50	10.59	15.19	16.70	8.40	4.20	13.83

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Rowen apply at switch where inferior trains enter middle siding.

Schedule time and train orders at Tehachapi apply at end of double track.

MOJAVE AND SAUGUS SUBDIVISION

EASTWARD

Time Table No. 146

March 4, 1928

Capacity of sidings in car lengths.	SECOND CLASS					FIRST CLASS					Distance from San Francisco		STATIONS	
	258	264	262	252	322	52	58	26	60	56				
	Freight	Freight	Freight	Sunset Manifest Freight	Local Freight	San Joaquin Flyer	Sequoia	Owl	West Coast	Tehachapi				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKWFTYP Yard	11.20 PM	5.00 PM	11.13 AM	8.30 AM	3.30 AM	s 7.38 PM	s 2.28 PM	s 5.14 AM	s 4.36 AM	s **3.20** AM	380.7	Block Signals	TO-R MOJAVE	
93 P	11.30	5.10	11.23	8.40	3.40	7.44	2.35	5.20	4.43	3.26	384.8		FLETA	4.1
65 P	11.35	5.15	11.28	8.50	3.50	7.48	2.39	5.24	4.47	3.30	387.3		GLOSTER	2.5
96 P	**11.41**	5.21	11.34	8.59	4.00	7.53	2.43	5.28	4.52	3.35	390.4		ANSEL	3.1
85 P	11.49	5.29	11.41	**9.10**	4.10	7.58	f 2.49	**5.33**	4.58	f 3.41	394.3		ROSAMOND	3.9
64 P	11.59 PM	5.40	11.51 AM	9.30	4.25	8.06	2.57	5.41	**5.06**	3.50	399.9		OBAN	5.6
84 WP	12.10 AM	**5.51**	12.01 PM	10.05	**4.54**	8.14	s **3.10**	5.49	5.15	s 4.02	405.5		TO-R LANCASTER	5.6
58 P	12.25	6.06	12.14	**10.28**	**5.23**	8.21	3.19	5.57	**5.23**	4.10	409.8		DENIS	4.3
81 BKWFY P	12.55	6.36	12.44	10.55	**6.04**	8.28	s 3.29	**6.04**	5.29	s 4.21	413.8		TO-R PALMDALE	4.0
96 P	1.08	6.49	1.05	11.18	6.20	**8.36**	3.35	6.10	5.35	**4.28**	416.3		HAROLD	2.5
East 75 West 81 YP	**2.02**	7.25	**1.45**	11.55 AM	6.55	**8.52**	3.48	6.23	5.51	4.44	420.5		TO VINCENT	4.2
85 P	2.17	7.40	1.58	**12.58** PM	**7.34**	9.02	3.57	6.32	6.01	4.55	425.0		PARIS	4.5
44 P	2.21	7.44	2.02	1.03	7.38	9.05	f 4.00	6.35	6.05	f 4.58	426.1		ACTON	1.1
68 WP	2.31	**7.54** **8.22**	**2.19**	1.20	7.48	9.11	f **4.07**	6.41	6.11	f 5.07	429.0		TO RAVENNA	2.9
85 P	**2.55**	8.43	2.45	1.38	8.05	**9.23**	4.20	**6.53**	**6.23**	5.23	434.6		RUSS	5.6
67 WP	3.09	**8.58**	**3.05**	**1.57**	8.18	9.33	f 4.30	7.03	6.33	f 5.36	438.8		TO LANG	4.2
85 P	3.24	9.12	3.18	**2.30**	8.30	9.44	4.40	7.14	6.44	**5.49**	443.1		HUMPHREYS	4.3
85 P	3.38	9.26	3.32	3.00	8.41	9.55	4.49	7.25	6.55	6.00	446.9		HONBY	3.8
W 80 E 73 BKWFY Yard P	3.52 AM	9.40 PM	3.46 PM	3.20 PM	**8.55** AM	f 10.05 PM	s 4.59 PM	7.35 AM	7.05 AM	s 6.10 AM	450.6		TO-R SAUGUS	3.7
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				69.9
Time over District	(4.32)	(4.40)	(4.33)	(6.50)	(5.25)	(2.27)	(2.31)	(2.21)	(2.29)	(2.50)				
Average speed per hour	15.41	16.64	15.36	10.22	12.90	28.53	27.77	29.74	28.14	24.67				

Westward trains are superior to trains of the same class in the opposite direction.

At Saugus: San Joaquin Division time table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division time table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
60	Lancaster	Receive	Los Angeles		Daily
60	Lancaster	Discharge		Lathrop	Daily
60	Saugus	Discharge		Fresno	Da ly
26	Saugus	Discharge		Fresno	Daily

MOJAVE AND SAUGUS SUBDIVISION

WESTWARD

Time Table No. 146

March 4, 1928

Block Signals

			FIRST CLASS					THIRD CLASS				
		Distance from Saugus	55	51	57	25	59	263	261	323	251	255
			Tehachapi	San Joaquin Flyer	Sequoia	Owl	West Coast	Freight	Freight	Local Freight	Sunset Manifest Freight	Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
TO-R	MOJAVE 4.1	69.9	s **3.20**AM	s 11.07AM	s 3.53PM	s 9.28PM	s 9.56PM	6.30AM	9.50AM	4.45PM	7.20PM	12.10AM
	FLETA 2.5	65.8	3.11	11.01	3.44	9.21	9.49	6.19	9.38	4.25	7.05	11.59PM
	GLOSTER 3.1	63.3	3.07	10.57	f 3.40	9.17	9.45	6.14	9.33	4.10	6.55	11.54
	ANSEL 3.9	60.2	3.02	10.53	3.35	9.12	9.40	6.01	9.20	4.00	6.40	**11.41**
	ROSAMOND 5.6	56.3	f 2.56	10.48	f 3.29	9.06	9.34	**5.33**	**9.10**	3.50	6.27	11.28
	OBAN 5.6	50.7	2.47	10.41	3.20	8.59	9.26	**5.06**	8.59	3.30	6.16	11.18
TO-R	LANCASTER 4.3	45.1	s 2.39	10.34	s **3.10**	8.52	f 9.18	**4.54**	8.44	**3.15** **2.48**	**5.51**	11.03
	DENIS 4.0	40.8	2.28	**10.28**	3.03	8.46	9.11	4.45	8.35	2.38	5.42	10.54
TO-R	PALMDALE 2.5	36.8	s 2.21	10.23	s 2.58	8.41	9.05	4.37	8.27	2.30	5.34	10.46
	HAROLD 4.2	34.3	2.13	10.19	2.52	**8.36**	9.01	**4.28**	8.18	2.15	5.25	10.37
TO	VINCENT 4.5	30.1	**2.02**	10.10	2.43	8.27	**8.52**	4.03	8.04	**1.45**	5.10	10.23
	PARIS 1.1	25.6	1.51	9.56	2.29	8.11	8.32	3.33	**7.34**	**12.58**	4.28	9.56
	ACTON 2.9	24.5	f 1.48	9.53	f 2.26	8.08	8.29	3.28	7.29	12.45	4.20	9.52
TO	RAVENNA 5.6	21.6	f 1.40	9.46	f **2.19**	**8.01**	**8.22**	3.18	7.19	12.35	**4.07**	9.43
	RUSS 4.2	16.0	1.26	9.34	2.07	7.49	8.10	**2.55**	**6.53** **6.18**	12.05PM	3.18	**9.23**
TO	LANG 4.3	11.8	f 1.15	9.23	f **1.57**	7.38	7.58	2.38	6.05	11.45AM	**3.05**	**8.58**
	HUMPHREYS 3.8	7.5	f 12.59	9.11	1.45	7.26	7.46	2.13	**5.49**	11.15	**2.30**	8.42
	HONBY 3.7	3.7	12.49	9.03	1.37	7.18	7.38	1.59	5.08	11.00	2.05	8.31
TO-R	SAUGUS	0.0	**12.40**AM	**8.55**AM	**1.29**PM	**7.10**PM	**7.30**PM	**1.45**AM	**4.53**AM	**10.45**AM	**1.29**PM	**8.20**PM
	69.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	Time over District..................		(2.40)	(2.12)	(2.24)	(2.18)	(2.26)	(4.45)	(4 57)	(6 00)	(5.51)	(3.50)
	Average speed per hour............		26.21	31.77	29.12	30.39	28.69	14.71	16.01	12.59	11.94	18.23

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The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
25	Saugus	Receive	Fresno	....	Daily
59	Saugus	Receive	Fresno	....	Daily

EASTWARD — FRESNO AND BAKERSFIELD SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco		Time Table No. 146 March 4, 1928	Distance from Famoso	FIRST CLASS			THIRD CLASS		
	304 Porterville Famoso Local Freight Leave Daily Ex. Sunday	328 Fresno Exeter Local Freight Leave Daily Ex. Sunday	300 Local Freight Leave Daily Ex. Sunday	96 Fresno Bakersfield Passenger Leave Daily	10 Santa Fe Passenger Leave Daily	58 Sequoia Leave Daily			STATIONS		55 Tehachapi Arrive Daily	5 Santa Fe Passenger Arrive Daily	57 Sequoia Arrive Daily	327 Fresno Exeter Local Freight Arrive Daily Ex. Sunday	301 Local Freight Arrive Daily Ex. Sunday	305 Famoso Porterville Local Freight Arrive Daily Ex. Sunday
BKWFTYP YARD		12.05AM		7.10PM			205.5	TO-R	FRESNO 1.5	104.3	s 11.20AM			10.10AM		
1							207.0	TO	SUNMAID TOWER A. T. & S. F. Crossing 1.5	102.8						
4		12.25		7.21			208.5		BLOSSOMA 2.1	101.3	f 11.08			9.50		
Spur							210.6		ESHEL 1.2	99.2						
19 P		12.35		7.26			211.8		BUTLER 1.2	98.0	f 11.03			9.40		
Y							213.0		LOCANS 1.5	96.8	f					
22		12.45		7.31			214.5		IVESTA 1.4	95.3	f 10.59			9.25		
82 P		12.50		f 7.34			215.9		CLOTHO 3.9	93.9	f 10.56			9.15		
123 WP		1.15		s 7.43			219.8	TO	SANGER 3.0	90.0	s 10.50			8.50		
14		1.25		f 7.48			222.8		TARN 2.5	87.0	f 10.42			8.30		
P		1.30		f 7.52			225.8		FARGO 2.6	84.5	f 10.38			8.20		
6		1.40		f 7.56			227.9		LACJAC 0.1	81.9	f 10.34			8.10		
							228.0		A. T. & S. F. Crossing (Stop) 1.9	81.8						
78 P		1.55		s 8.04			229.9	TO	REEDLEY 5.1	79.9	s 10.26			7.57		
68 WP		2.15		s 8.14			235.0	TO	DINUBA 2.2	74.8	s 10.16			6.30		
P				f			237.2		SMYRNA 2.4	72.6	f					
70 P		2.30		f 8.21			239.6		MONSON 4.0	70.2	f 10.06			6.00		
							243.6		A. T. & S. F. Crossing (Stop) 2.8	66.2						
22 P		2.55		8.34			246.4		TAURUSA 3.0	63.4	f 9.53			5.45		
19				f 8.40			249.4	TO	IVANHOE 2.8	60.4	f 9.48					
14 P		3.20		f 8.45			252.2		ROCHE 0.9	57.6	f 9.43			5.20		
22		3.25		8.47			253.1		CAPLIN 4.3	56.7	f 9.41			5.15		
79 BKWYP		4.00AM	1.00AM	s **9.00**		9.03AM	257.4	TO-R	EXETER 3.1	52.4	s 9.33		s **9.00**PM	5.00AM	7.20AM	
11			1.10	f 9.05		9.08	260.5		BURR 3.8	49.3	9.23		8.52		7.10	
130 P			2.30	s 9.15		s **9.17**	264.3	Auto. Block Signals TO	LINDSAY 4.3	45.5	s **9.17**		s 8.46		7.00	
40 P			3.00	s 9.23		s 9.26	268.6	TO	STRATHMORE 2.3	41.2	s 9.03		f 8.37		5.45	
11			3.10	f 9.27		9.31	270.9		ZANTE 1.3	38.9	8.57		8.31		5.25	
Spur							272.2		LISKO 1.5	37.6						
Spur							273.7		KURTH 0.7	36.1						
17 P			3.40	s 9.38		s 9.41	274.4		PORTERVILLE 0.4	35.4	s 8.48		s 8.25		5.05	
46 BKWYP	7.00AM		3.45AM	9.42		9.45	274.8	TO-R	PORTERVILLE-OLIVE ST. 1.7	35.0	8.42		8.20		5.00AM	12.10PM
17	7.05			9.45		9.48	276.5		PONOA 1.5	33.3	8.37		8.15			12.05PM
29	7.10			f 9.48		9.51	278.0		LOIS 4.6	31.8	f 8.34		8.12			11.55AM
21 P	7.25			f 9.56		s 9.59	282.6	TO	TERRA BELLA 4.5	27.2	s 8.26		f 8.04			11.45
71 KP	7.45			f 10.05	6.21PM	s 10.08	287.1	Auto. Block Signals TO-R	DUCOR 2.9	22.7	f 8.17	s 12.49PM	f 7.56			11.30
21 P	**8.10**			f 10.10	6.27	10.14	290.0		ORRIS 1.5	19.8	f **8.10**	12.43	7.50			11.15
Spur				f	f		291.5		VESTAL 3.4	18.3	f	f				
72 YP	8.25			f 10.18	f 6.35	10.22	294.9		RICHGROVE 4.1	14.9	f 8.02	f 12.34	f 7.42			10.45
24 P	8.40			f 10.25	f 6.42	**10.29**	299.0		JASMIN 10.8	10.8	f 7.55	f 12.27	f 7.35			**10.29**
84 KWTP	9.10AM			s 10.43PM	s 7.00PM	s 10.47AM	309.8	TO-R	FAMOSO (104.3)	0.0	7.38AM	12.10PM	7.18PM			9.45AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.10) 16.15	(3 55) 13.25	(2.45) 6.32	(3.33) 29.38	(0.39) 34.92	(1.44) 30.23			..........Time over District.......... ..... Average speed per hour		(3.42) 28.18	(0.39) 34.92	(1.42) 30.82	(5.10) 10.04	(2.20) 7.45	(2.25) 14.48

ADDITIONAL STATIONS:

Goldleaf	209.9	Uva	227.1	Musk	255.1
Rusconi (Spur)	221.8	Efco	227.6	Vance	262 8
Stout	265.8	Dorsey	250.8	Worthing	265.5
Reka	221.0	Lort	254.0	Quality (Spur)	295.9

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

	EASTWARD							Time Table No. 146		WESTWARD				
	SECOND CLASS			FIRST CLASS				March 4, 1928		FIRST CLASS		SECOND CLASS	THIRD CLASS	
Capacity of sidings in car lengths	300	310	314	94	58	Distance from San Francisco			Distance from Exeter	93	57	315	311	301
	Local Freight	Coalinga Goshen Jct. Local Freight	Kerman Hanford Mixed	Coalinga Exeter Motor	Sequoia					Exeter Coalinga Motor	Sequoia	Hanford Tranquility Mixed	Goshen Jct. Coalinga Local Freight	Local Freight
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
						272.0		LEROY 2.1	77.0					
Spur						269.9		ORUMP 1.5	74.9					
80 BKYP		6.00AM		6.30PM		268.4	TO-R	COALINGA 1.7	73.4	s 12.40PM			9.45AM	
42 FP		6.10		f 6.35		266.7		ORA 6.7	71.7	f 12.37			9.30	
18 P		6.30		f 6.47		260.0		TURK 7.3	65.0	f 12.25			8.30	
44 P		7.00		f 7.02		252.7		HURON 6.6	57.7	f 12.10PM			8.00	
52 P		7.25		s 7.14		246.1	TO	WESTHAVEN 6.7	51.1	s 11.55AM			7.25	
9 P		7.50		f 7.26		239.4		LETHENT 2.9	44.4	f 11.42			6.20	
70 YP		8.05		f 7.31		236.5	R	ROSSI 1.1	41.5	f 11.37			6.05	
Spur				f		235.4		HEINLEN 1.5	40.4	f 11.34			5.55	
61 KP		8.35		s 7.39		233.9	TO	LEMOORE 2.7	38.9	s 11.30			5.45	
Spur				f		231.2		ORION 2.1	36.2	f				
East 44 West 39 WYP		9.25	8.35AM	s 7.50		229.1	TO-R	ARMONA 3.1	34.1	s 11.15		s 9.25AM	5.15	
I						232.2		A. T. & S. F. CROSSING 0.3	31.0					
60 P		10.15	s 8.45AM	s 8.05		232.5	TO	HANFORD 5.1	30.7	s 11.05		9.15AM	4.30	
59		10.50		f 8.13		237.6		REMNOY 7.7	25.6	f 10.50			3.30	
99 BKWFYP	9.50PM	11.15AM		s 8.25 9.00	8.18AM	245.3	Auto.Block Signals TO-R	GOSHEN JCT. 3.7	17.9	s 10.35	s 9.50PM		3.00AM	11.00AM
						249.0		FAXON (No Siding) 1.5	14.2					
Spur						250.5		JACOBS 2.1	12.7					
17						252.6	Auto.Block Signals	WEST VISALIA 0.5	10.6					
45 P	11.20			s 9.30	s 8.38	253.1	TO-R	VISALIA 0.1	10.1	s 10.05	s 9.30			10.05
						253.2		A. T. & S. F. CROSSING Stop 2.0	10.0					
P	11.35			9.38	8.46	255.2		AMBLER 2.1	8.0	9.52	9.18			9.10
Spur						257.3		RECTOR 1.7	5.9					
8 P	11.50			f 9.44	8.52	259.0		FARMERSVILLE 1.2	4.2	f 9.46	9.12			8.52
P	11.55PM			9.46	8.54	260.2		GIANT OAK 0.9	3.0	9.44	9.09			8.35
						261.1		LUNA 2.1	2.1					
79 BKWYP	12.10AM			s 9.55PM	s 9.00AM	263.2	TO-R	EXETER	0.0	9.38AM	9.02PM			8.20AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(77.0)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.20) 7.67	(5.15) 10.57	(0.10) 20.40	(3.25) 25.91	(0.42) 25.57			..........Time over District........ ....Average speed per hour........		(3.02) 24.19	(0.48) 22.37	(0.10) 20.40	(6.45) 8.22	(2.40) (6.71)

EASTWARD	Time Table No. 146			WESTWARD
		March 4, 1928		
Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Pernu	
	278.6	PERNU JCT. 0.7	1.3	
	279.3	TANDY 0.6	0.6	
	279.9	PERNU	0.0	
		1.3		
		..........Time over District.......... ....Average speed per hour..........		

EASTWARD	Time Table No. 146			WESTWARD
		March 4, 1928		
Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Jovista	
	294.9	RICHGROVE 2.7	4.1	
	297.6	TROCHA 1.4	1.4	
	299.0	JOVISTA	0.0	
		(4.1)		
		..........Time over District.......... ....Average speed per hour..........		

EASTWARD		Time Table No. 146			WESTWARD
			March 4, 1928		
Capacity of sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Oil City	
KY	308.6	TO-R	OIL JCT. 2.5	5.1	
	311.1		SEGURO 0.5	2.6	
	311.6		MALTHA 1.4	2.1	
	313.0		TREADWELL JCT. 0.7	0.7	
	313.7		OIL CITY	0.0	
			5.1		
			..........Time over District.......... ....Average speed per hour..........		

Note.—Oil Jct. to Oil City operated as part of Bakersfield yard.

EASTWARD	Time Table No. 146			WESTWARD
		March 4, 1928		
Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Porque	
	313.0	TREADWELL JCT. 2.4	2.4	
(Spur)	315.4	PORQUE	0.0	
		2.4		
		..........Time over District.......... ....Average speed per hour..........		

Note.—Treadwell Jct. to Porque operated as part of Bakersfield yard.

EASTWARD			Time Table No. 146			WESTWARD
	SECOND CLASS			March 4, 1928		THIRD CLASS
Capacity of sidings in car lengths.	324	Distance from San Francisco			Distance from Springville	325
	Mixed					Mixed
	Leave Tues., Thurs., Sat.			STATIONS		Arrive Tues., Thurs., Sat.
46 BKWYP	6.00AM	274.8	TO-R	PORTERVILLE-OLIVE ST. 0.8	15.9	s 10.05AM
		275.6		A. T. & S. F. CROSSING (Stop) 2.5	15.1	
Spur	f 6.14	278.1		ADOBE 0.5	12.6	f 9.50
		278.6		PERNU JCT. 1.4	12.1	
	f 6.23	280.0		WORTH 1.6	10.7	f 9.40
Spur	f 6.31	281.6		MAGNESITE JCT. 0.8	9.1	f 9.30
30	f 6.40	282.4		SUCCESS 5.7	8.3	f 8.25
	f 7.05	288.1		CLAVICLE 2.6	2.6	f 8.00
23 Y	7.20AM	290.7	TO-R	SPRINGVILLE	0.0	7.45AM
	Arrive Tues., Thurs., Sat.			(15.9)		Leave Tues., Thurs., Sat.
	(1.20) 11.92			..........Time over District.......... ....Average speed per hour..........		(2.20) 6.81

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 314 is superior to No. 315.

FRESNO AND BAKERSFIELD SUBDIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 316 Tranquility Armona Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 146 March 4, 1928 STATIONS	Distance from Hardwick	WESTWARD SECOND CLASS 315 Hanford Tranquility Mixed Arrive Daily Ex. Sunday
Y		181.9	R	INGLE 5.3	42.8	
44	12.05PM	187.2	TO	TRANQUILITY 4.5	37.0	s 11.55AM
41	s 12.23	191.7	TO	SAN JOAQUIN 3.2	32.5	s 11.43
10	f 12.36	194.9		CALDWELL 3.8	29.3	f 11.33
Spur		198.7		NARES 0.3	25.5	
29	f 12.53	199.0	TO	HELM 7.2	25.2	f 11.23
13	s 1.22	206.2		BURREL 3.2	18.0	s 11.03
3	f 1.35	209.4		BENDER 5.2	14.8	f 10.53
10	s 2.00	214.6	TO	RIVERDALE 2.6	9.6	s 10.40
Spur	f 2.11	217.2		ROBINSON 2.0	7.0	f 10.28
Spur	f 2.19	219.2		HUB 1.8	5.0	f 10.22
		221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2	
Spur	f 2.30	221.8		LYNN 1.7	2.4	f 10.13
Spur		223.5		HASSET 0.7	0.7	
52	s 2.40PM	224.2	TO-R	HARDWICK	0.0	10.05AM
	Arrive Daily Ex. Sunday			(42.3)		Leave Daily Ex. Sunday
	(2 35) 14.32			Time over District Average speed per hour		(1.50) 20.18

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 316 Tranquility Armona Mixed Leave Daily Ex. Sunday	SECOND CLASS 314 Kerman Hanford Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 146 March 4, 1928 STATIONS	Distance from Armona	WESTWARD SECOND CLASS 315 Hanford Tranquility Mixed Arrive Daily Ex Sunday	THIRD CLASS 317 Armona Kerman Mixed Arrive Daily Ex. Sunday
48 BWYP		6.45AM	193.0	TO-R	KERMAN 6.7	36.1		s 5.00PM
63		f 7.00	199.7		MCMULLIN 5.4	29.4		f 4.45
43		f 7.15	205.1		RAISIN CITY 5.6	24.0		f 4.30
53		f 7.30	210.7	TO	CARUTHERS 6.1	18.4		f 4.15
43		f 7.45	216.8		CANDO 3.5	12.3		f 4.00
			220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8		
46		f 7.55	220 6		LILLIS 2.4	8.5		f 3.50
51	2.41PM	s 8.00	223.0	TO-R	HARDWICK 2.3	6.1	s 10.00AM	f 3.45
	f 2.48	f 8.05	225.3		KIMBLE 3.8	3.8	f 9.55	f 3.40
44 WYP	s 3.00PM	s 8.15AM	229.1	TO-R	ARMONA	0.0	9.45AM	3 30PM
	Arrive Daily Ex Sunday	Arrive Daily Ex Sunday			(36.1)		Leave Daily Ex. Sunday	Leave Daily Ex Sunday
	(0.19) 19.26	(1.30) 24.06			Time over District Average speed per hour		(0.15) 24.40	(1.30) 24.06

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 308 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 104 Fresno Friant Passenger Leave Daily	Distance from San Francisco		Time Table No. 146 March 4, 1928 STATIONS	Distance from Friant	WESTWARD FIRST CLASS 105 Friant Fresno Passenger Arrive Daily	THIRD CLASS 309 Local Freight Arrive Daily Ex Sunday
Yard BKWFTYP	6.00AM	8.00AM	205.5	TO-R	FRESNO 1.6	24.4	s 3.50PM	12.30PM
I			207.1		FRESNO TOWER A. T. & S. F. CROSSING 2.3	22.8		
Spur	6.20	f 8.15	209.4		BARTON 2.2	20.5	f 3.38	12.05PM
Spur			211.6		GRANZ 0.2	18.3		
Spur	6.30	f 8.20	211.8		MALTERMORO 0.3	18.1	f 3.33	11.55AM
			212.1		NAVIN 0.8	17.8		
14	6.35	f 8.23	212.9		LAS PALMAS 0.3	17.0	f 3.30	11.45
			213.2		FRESNO INTERURBAN RY. CROSSING 0.4	16.7		
Spur	6.41	f 8.25	213.6		EGGERS 0.3	16.3	f 3.28	11.40
8			213.9		VANRIS 1.0	16.0		
32	6.47	f 8.28	214.9		TARPEY 1.2	15.0	f 3.25	11.30
21	6.53	f 8.31	216.1		MELVIN 1.3	13.8	f 3.22	11.20
41 W	7.10	s 8.34	217.4	TO	CLOVIS 1.1	12.5	s 3.19	11.12
11	7.18	f 8.37	218.5		GLORIETTA 2 4	11.4	f 3.16	10.45
72 K	7.28	f 8.42	220.9	TO-R	PINEDALE JCT. 2.0	9.0	f 3.11	10.33
42	7.36	f 8.46	222.9		GORDON 0.7	7.0	f 3.07	10.25
35	7.45	s 8.50	223.6		EL PRADO 1.2	6.3	s 3.05	10.20
		f	224.8		BURKHEAD 0.9	5.1	f	
			225.7		ROCKFIELD 0.3	4.2		
			226.0		GAND 3.9	3.9		
68 BKT	8.15AM	s 9.05AM	229.9	TO-R	FRIANT	0.0	2.45PM	9.45AM
	Arrive Daily Ex. Sunday	Arrive Daily			(24.4)		Leave Daily	Leave Daily Ex. Sunday
	(2.15) 10 84	(1.05) 22.36			Time over District Average speed per hour		(1 05) 22.36	(2.45) 8.87

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 318 Mixed Leave Mon Wed and Fri	Distance from San Francisco		Time Table No. 146 March 4, 1928 STATIONS	Distance from Stratford	WESTWARD SECOND CLASS 319 Mixed Arrive Mon Wed and Fri
45 Y	8.45AM	244.1	TO-R	STRATFORD 2.5	0.0	s 8.35AM
56	f 9.00	241.6		MARSALA 1.7	2.5	f 8.21
43	f 9.10	239.9		CUNEO 3.4	4.2	f 8.15
70 YP	s 9.20AM	236.5	R	ROSSI	7.6	8.05AM
	Arrive Mon., Wed. and Fri.			(7.6)		Leave Mon Wed and Fri
	(0.35) 13.02			Time over District Average speed per hour		(0.30) 15.20

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 314 is superior to No. 315.

FRESNO AND BAKERSFIELD SUBDIVISION

Capacity of sidings in car lengths.		EASTWARD SECOND CLASS 306 Bakersfield Olig Mixed Leave Daily Ex. Sunday	SECOND CLASS 260 Sunset Ry Freight Leave Daily Ex. Sunday	FIRST CLASS 152 Sunset Ry Passenger Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 146 March 4, 1928 STATIONS	Distance from Olig	WESTWARD THIRD CLASS 259 Sunset Ry. Freight Arrive Daily Ex. Sunday	THIRD CLASS 307 Olig Bakersfield Mixed Arrive Daily Ex. Sunday	THIRD CLASS 151 Sunset Ry. Mixed Arrive Daily Ex. Sunday
	KI	8.05AM	3.50AM	9.35AM	313.6	TO-R	KERN JCT. 1.7	49.1	11.30AM	3.30PM	4.20PM
					315.3		BAKERSFIELD CORRALS 1.4	47.4			
	Spur				316.7		STRADER 2.1	46.0			
43	P	f 8.20	4.10	f 9.47	318.8		WIBLE ORCHARD 1.7	43.9	11.15	f 3.15	f 4.05
	Spur				320.5		VENOLA 2.1	42.2			
54	YP	s 8.35	4.25AM	s 9.55AM	322.6	TO-R	GOSFORD 5.8	40.1	11.05AM	s 3.00	3.55PM
46	WP	f 8.50			328.4		STEVENS 2.3	34.3		f 2.35	
	Spur	f			330.7		STRAND 4.4	32.0		f	
		f 9.10			336.1		RIO BRAVO 7.7	27.6		f 2.15	
		f 9.30			342.8		BOWERBANK 2.6	19.9		f 1.55	
		f			345.4		KILOWATT 0.9	17.3		f	
91	P	s 9.45			346.3	TO	BUTTONWILLOW 4.2	16.4		s 1.45	
64	P	f 9.55			350.5		LOKERN 8.9	12.2		f 1.15	
		10.25			359.4		ASPHALTO 1.2	3.3		12.35	
30	YP	s10.50			360.6	TO-R	McKITTRICK 2.1	2.1		s12.30PM	
		s11.05AM			362.7	R	OLIG	0.0		11.20AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(49.1)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(3.00) 16.37	(0.35) 15.43	(0.20) 27.00			..........Time over District.......... ....Average speed per hour..........		(0.25) 21.60	(4 10) 11.78	(0.25) 21.60

BAKERSFIELD AND MOJAVE SUBDIVISION

Capacity of sid ngs in car lenghts	EASTWARD	Distance from San Francisco	Time Table No. 146 March 4, 1928 STATIONS	Distance from Arvin	WESTWARD
		316.6	MAGUNDEN 0.3	16.5	
		316.9	ALGOSO 7.7	16.2	
		324.6	LAMONT 2.2	8.5	
		326.8	RIBIER 2.0	6.3	
		328.8	DI GIORGIO 1.9	4.3	
		330.7	GIFFIN JCT. 2.4	2.4	
		333.1	ARVIN	0.0	
			(16.5)		
			..........Total Time.......... ....Average speed per hour..........		

Additional ⎧GIFFIN .....332.1 (on Spur 1.4 miles from Giffin Jct.)
Stations ⎩VACCARO ..334.4 (on Spur 1.3 miles from Arvin)

MOJAVE AND SAUGUS SUBDIVISION.

Capacity of sidings in car lengths.		EASTWARD FIRST CLASS 88 Mojave Owenyo Passenger Leave Daily	Distance from San Francisco		Time Table No. 146 March 4, 1928 STATIONS	Distance from Owenyo	WESTWARD FIRST CLASS 89 Owenyo Mojave Passenger Arrive Daily
BKWFTYP Yard		4.15AM	380.7	TO-R	MOJAVE 1.3	143.5	s 9.35PM
51		f 4.20	380.8		CHAFFEE 3.2	142.2	f 9.30
53		f 4.27	384.0		CAMBIO 4.3	139.0	f 9.21
52		f 4.36	388.3		TRESCAPE 4.6	134.7	f 9.11
53		f 4.46	392.9		NEURALIA 4.4	130.1	f 9.01
52		f 4.55	397.3		CINCO 5.2	125.7	f 8.51
East 53 West 53	W	s 5.06	402.5		CANTIL 2.8	120.5	s 8.40
Spur		f	405.3		GYPSITE 2.2	117.7	f
43		f 5.16	407.5		CENEDA 1.0	115.5	f 8.30
6		f 5.18	408.5		SALTDALE 2.1	114.5	f 8.28
		f	410.6		TOBY 1.6	112.4	f
East 52 West 75	Y	f 5.26	412.2		GARLOCK 4.2	110.8	f 8.20
53		f 5.35	416.4		GOLER 4.1	106.6	f 8.11
53		f 5.44	420.5		RAND 4.1	102.5	f 8.02
53		f 5.54	424.6		TEAGLE 3.8	98.4	f 7.53
53	Y	s 6.11	428 4	TO	SEARLES 4.4	94.6	s 7.45
53		f 6.20	432.8		RADEMACHER 5.5	90.2	f 7.35
57		f 6.31	438.3		CODE 4.1	84.7	f 7.24
53		f 6.39	442.4		TERESE 4.8	80.6	f 7.16
53		s 6.48	447.2	TO	INYOKERN 4.5	75.8	s 7.07
53	W	f 6.57	451.7		LELITER 4.6	71.3	f 6.58
53		s 7.06	456.3		BROWN 4.4	66.7	s 6.49
53		f 7.15	460.7		LINNIE 3.6	62.3	f 6.40
53		f 7.22	464.3		NARKA 4.0	58.7	f 6.33
52		s 7.30	468.3		LITTLE LAKE 3.2	54.7	s 6.26
52	Y	f 7.37	471.5		COSO 4.1	51.5	f 6.19
53		f 7.45	475.6		SYKES 4.3	47.4	f 6.12
53		f 7.53	479.9		TALUS 4.2	43.1	f 6.05
52	W	f 8.04	484.1		HAIWEE 4.4	38.9	s 5.57
58		f 8.12	488.5		LOCO 4.8	34.5	f 5.47
53		f 8.21	493.3		OLANCHA 4.4	29.7	s 5.38
58		f 8.31	497.7	TO	CARTAGO 4.6	25.3	f 5.30
57		f 8.40	502.3		MONACHEE 4.0	20.7	f 5.20
57		f 8.47	506.3		BRIER 2.9	16.7	f 5.14
		f	509.2		BARTLETT 1.1	13.8	f
57		f 8.54	510.3		SKINNER 4.0	12.7	f 5.08
57	W	f 9.01	514.3		DIAZ 4.5	8.7	f 5.02
East 61 West 58		s 9.10	518.8		LONE PINE 4.2	4.2	s 4.55
BKFY		s 9.20AM	523.0	TO-R	OWENYO	0.0	4.45PM
		Arrive Daily			(143.5)		Leave Daily
		(5.05) 28.23			..........Time over District.......... ....Average speed per hour..........		(4.50) 29 68

Westward trains are superior to trains of the same class in the opposite direction.

Capacity of sidings in car lengths		EASTWARD SECOND CLASS		FIRST CLASS	Distance from Gosford		Time Table No. 146 March 4, 1928	Distance from Maricopa	WESTWARD THIRD CLASS	
		154 Mixed	260 Sunset Ry. Freight	152 Sunset Ry. Mixed			STATIONS		259 Sunset Ry. Freight	151 Sunset Ry. Mixed
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
54	YP		4.25 AM	9.55 AM	0.0	TO-R	GOSFORD	31.9	11.05 AM	s 3.55 PM
							3.0			
8				f 10.01	3.0		BANNISTER	28.9		3.45
							1.6			
67			4.45	f 10.05	4.6		ARTWELL	27.3	10.40	3.40
							4.9			
92			5.05	f **10.15**	9.5		CONNER	22.4	**10.15**	f 3.25
							4.7			
71	W		5.30	10.25	14.2		MILLUX	17.7	9.55	f 3.10
							6.7			
66			6.10	10.45	21.9		KYAN	11.0	9.30	f 2.49
							6.5			
66	Y	1.15 PM	6.30 AM	s 10.57 AM	27.4	R	PENTLAND	4.5	9.00 AM	f 2.25
							2.7			
71	Y	f 1.25			30.1		HAZELTON	1.8		f 2.15
							1.8			
Yard		1.35 PM			31.9	TO-R	MARICOPA	0.0		2.05 PM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(31.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.20)	(2.05)	(1.02)			Time over District		(2.05)	(1.50)
		(13.5)	(13.1)	(26.5)			Average speed per hour		(13.1)	(17.4)

Capacity of sidings car lengths		EASTWARD SECOND CLASS	FIRST CLASS	Distance from Pentland		Time Table No. 146 March 4, 1928	Distance from Shale	WESTWARD SECOND CLASS	THIRD CLASS
		260 Sunset Ry. Freight	152 Mixed			STATIONS		153 Mixed	259 Sunset Ry. Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
66	Y	6.40 AM	10.58 AM	0.0	R	PENTLAND	17.0	s 1.10 PM	8.35 AM
						2.2			
		6.50	f 11.05	2.2		KERTO	14.8	f 1.04	8.25
						2.0			
		7.00	f 11.14	4.2		SIGNA	12.8	f 12.58	8.15
						4.5			
Yard BK		7.15 AM	s 11.50 AM	8.7	TO-R	TAFT	8.3	s 12.45	8.00 AM
						3.8			
50			f 12.01 PM	12.5		MIDOIL	4.5	f 12.35	
						2.0			
Yard			s 12.07	14.5	TO	FELLOWS	2.5	f 12.30	
						0.7			
			f 12.10	15.2		VERNETTE	1.8	f 12.25	
						1.8			
44	Y		s 12.15 PM	17.0	R	SHALE	0.0	12.20 PM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(17.0)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.35)	(1.17)			Time over District		(0.50)	(0.35)
		(14.9)	(13.2)			Average Speed per Hour		(20.4)	(14.9)

ADDITIONAL STATIONS

	Distance from Gosford		Distance from Pentland
Levee	16.5	Lowry	7.8
Bronco Oil Co.	28.5	Kelsey	9.4
Anaconda	31.3	Equitable Petroleum Co.	9.7
Snooks	31.4	Sanben	10.0
California National Supply Co.	31.5	Milso	10.3
New Center Oil Co.	31.6	Chanslor	11.2
Fulton Oil Co.	31.7	Noal	12.0
National Supply Co.	31.8	Canfield	12.2
	Distance from Pentland	Walren	13.2
		Premier	13.7
Nibo	1.2	K. T. O. Co.	14.0
El Dora	1.4	C. C. M. O. Co.	14.3
Ranza	1.6	Monmouth	15.1
Welco	2.6	Supplico	15.5
Winoil	3.4	A. O. T. Co.	15.9
E. E. Jones	5.1	Visalia Midway	16.1
Richfield	7.2	Recovery	16.4

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Rule 2—Watch Inspector: H. Reader, Taft.

Rule 83 (D)—Trains must obtain a clearance card at Maricopa when operator on duty.

Rule 93—Yard Limits—Are defined by yard limit signs at the following stations:

Pentland Taft.

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles per Hour.

Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

BETWEEN	Passenger	Freight	Running Backward
Gosford and Pentland	40	30	20
Except with large loaded oil cars	....	25	....
Pentland and Maricopa	30	25	20
Except with large loaded oil cars	....	20	....
Pentland and Shale	30	25	20
Except with large loaded oil cars	....	20	....
East Switch Long Siding at Taft and derailer in main track west of Taft	15	10	10

MISCELLANEOUS

1. At Pentland, normal position of junction switch will be for Taft line.
2. There is a spring derailer on main track 900 feet west of west switch at Taft.
3. Nos. 153 and 152 will stop on flag at Winoil and K. T. O. Co., to receive and discharge passengers.

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
15.5	Supplico	Associated Oil Co. Warehouse—Side and overhead.

LIST OF SURGEONS

Name	Title	Location
Dr. J. V. Gilbert	District Surgeon	Maricopa, Calif.
Dr. L. Heuler	District Surgeon	Fellows, Calif.
Dr. A. R. Moodie	District Surgeon	Taft, Calif.

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Fresno, 1241 Fulton St.	Bert Fuller
Porterville	E. J. Hepburn
Hanford	Hanford Jewelry Co.
Bakersfield, 902 Baker St.	E. L. Reiding
Coalinga	Henry Cassriel
Visalia	C. T. Kathe

Los Angeles, 445 So. Spring St.
G. D. Davidson Co.
Los Angeles, 301 O. T. Johnson Bldg.
Newton Moore
Los Angeles, 2635 Dayton Ave.
E. E. Tompkins

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 10 (H). A yellow signal will be displayed to the right of the track, in the direction of movement, one half mile each side of structure or track over which speed of trains must be restricted. Refers to slow flags and slow boards alike.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso	Trains on Fresno Branch.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia Branch.
Hardwick	Trains on Riverdale Branch.
Ingle	Trains on Riverdale Branch.

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Fresno and Clovis Branches.
Porterville	Trains on Springville Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia Branch.
Ingle	Trains on Riverdale Branch.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on Owenyo Branch.

RULE 14 (L). In addition to sounding whistle signal as per Rule 14-L, at the regulation whistling post approaching public crossings at grade, it should be repeated so that the last blast of the whistle will end as engine almost reaches crossing.

For—(a) All outlying public highway grade crossings by all trains.
(b) In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

This is being done in the hope that it may have its effect in reducing the number of grade crossing accidents.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Rossi	Third-class trains.
Oil Jct.	Trains originating and terminating.
Visalia	
Ducor	
Caliente	
Lancaster	
Palmdale	
Famoso	Trains to and from Fresno Branch.
Tehachapi	First and second class trains, and trains originating and terminating.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Goshen Jct.	Nos. 25, 26, 59,60, 51 and 52.
Kern Jct.	Santa Fe trains, S. P. first class trains and Westward light engines.
Tehachapi	First and second class trains.
Porterville Olive St.	First class trains.
Famoso	Trains to and from Fresno Branch.

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (C). Extras register at Porterville Olive St., Exeter, Goshen Jct. Armona, Hardwick, Mojave and Friant.

RULE 83 (D). Trains must obtain clearance card before leaving:

McKittrick	Westward trains
Coalinga	All trains when operator on duty
Hardwick	To and from Riverdale Branch when operator on duty
Goshen Jct.	All trains via Hanford and Visalia

RULE 93. Fresno Yard, between Mile Post 206.32, 2719 feet west of Associated Pipe Line Spur on Fresno-Kerman Line, a point 1000 feet west of Biola Junction on Fresno-Merced Line, Mile Post 210.75, 1000 feet east of east switch Malaga, Mile Post 209.4—1000 feet east of Barton and Mile Post 208.15—1200 feet west of west switch Blossoma.

Yard Limits: Are defined by yard limit signs at the following stations·

GOSHEN JCT.
BAKERSFIELD
TEHACHAPI
MOJAVE
EXETER
LINDSAY
PORTERVILLE
VISALIA
SAUGUS
COALINGA
ARMONA
HARDWICK
HANFORD

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.
A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
Laton & Western Railway, 1743 feet west of Lillis, STOP.
Laton & Western Railway, 4129 feet west of Lynn, STOP.
A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
Fresno Interurban Railway, 1771 feet east of Las Palmas. Unless clear view and crossing seen to be unobstructed, STOP.

RULE 221. That portion of Rule 221 reading “Train Order office hours will be shown in the time-table” is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 820. Engineers who have had less than 610 days’ actual experience as engineers in freight service and less than 60 days’ experience on the division must not be used in passenger service.

When engineers with less than 610 days’ experience and less than 60 days’ service as engineer on the district and firemen of less than one year’s experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 867. On westward freight trains exceeding 75 cars, when conditions are favorable and in judgment of the conductor it is safe to do so, run may be made from Bakersfield to Tipton and from Tipton to Fresno without stopping for train inspection.

It must be distinctly understood that thorough train inspection will be made at any intermediate stops.

RULE 875. Running air brake test as per Rule 875 will be made by all passenger trains at Summit Switch and between initial and cross-over switches at Vincent.

Westward freight trains not stopping at Summit will make running air-brake test between wye switches as follows· While working steam, engineer will make a reduction of approximately 7 pounds, waiting for slack to adjust itself and then add about 3 pounds, making total reduction of 10 pounds before releasing.

Conductor will note reduction on caboose gauge and following build up in pressure when brakes are released, then give proceed signal which will be relayed by other trainmen from their portion of the train, providing they note retainers releasing in their vicinity.

If conductor is on the head end, the rear brakeman is held responsible for such observance of the gauge as will insure against danger from closed angle cock or low pressure.

When such observance indicates danger, take every needed precaution as the circumstances warrant.

If releasing of brakes cannot be made at a greater speed than 15 miles per hour, stop and make rear end test.

Eastward passenger trains will not make running air brake test approaching end of double track at Sivert.

RULE 876. Rear end test will be made at any point where brake pipe has been separated and recoupled, or where continuity of the brake pipe has been changed, and at other points as follows:

Vincent—All trains, except passenger trains not stopping.
Summit—All trains stopping.
Tehachapi—Westward passenger trains stopping.

In making rear end test of freight trains brake pipe must be charged to not less than 60 pounds, then make a 10-pound reduction and signal trainmen by one blast of the whistle.

The angle cock on the rear of the train will then be opened gradually to full extent, allowing enough air to escape to cause the hand of the brake pipe gauge in the cab to fall, and then closed. When the engineman notes the hand falling he will answer with two blasts of the whistle, and when the pressure stops falling release the brakes.

On passenger trains after brake pipe has been charged to standard pressure, a ten-pound reduction will be made, then signal trainmen by one blast of the whistle.

The trainman will open the rear angle cock gently, allowing only enough air to escape to cause brake pipe gauge to fall without making an emergency application, then close. When engineman notes hand falling he will answer with two short blasts of the whistle, trainman will immediately signal by four blasts of the air signal whistle for brakes to be released.

Leading engineman will not signal for rear end test until helper signals by one blast of the whistle, indicating train is coupled and ready for test.

RULE 13 of Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus.

On through passenger trains arriving Mojave from either direction when train line is not broken, it will not be necessary to make air test.

Continue, however, to make running air test leaving Mojave in accordance with Rule 876.

RULE 887. Specific locations where exceptions shall apply are as follows:

Famoso	Eastward trains.
Caliente	Eastward trains.
Woodford	Eastward trains.
Lancaster	Eastward trains.
Ravenna	Westward trains.
Lang	Westward trains.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train entering siding will be preceded by a flagman.

When block signals located at end of double track at Sivert or Tehachapi indicate stop, in addition to complying with rule 509, be governed by rules 628 and 663.

INTERLOCKING

FRESNO TOWER –A. T. & S. F. Crossing 1.6 miles east of Fresno on Clovis Branch

For main track, one long whistle (———).
To or from spur track, one long and one short whistle (——— o).

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Fresno Branch

One long whistle (———).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (——— o ———).

Westward trains, one long whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford

One long whistle (———).

TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare

One long whistle (———).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and Asphalto Branch 0.7 mile east of Bakersfield

For main track, one long whistle (———).

For movement over crossing on siding, one long, one short and one long whistle (——— o ———).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (——o).

Between main track and transfer track, one short, one long and one short whistle (o ——— o).

No. 1 track, two short, one long and one short whistles (o o ——— o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green........Westward track to S. P. single track.
Yellow.......To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green........Eastward main track.
Yellow.......Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

TEHACHAPI

Main track movements (to or from double track) one long whistle (———).
No. 1 siding, one short, one long and one short whistle (o——— o).

GENERAL

For movement against current of traffic on double track, give one short and two long whistles (o ——— ———).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (——— o o ———).

CALIENTE BEALVILLE WOODFORD MARCEL

The east and west switches of sidings at these stations will be interlocked and controlled from Telegraph Office; all other switches will remain hand throw.

Interlocking limits will extend on main track from the eastward signal located fifty (50) feet west of the west switch to westward signal located fifty (50) feet east of the east switch, and on both main track and siding at Woodford. All signals within these limits will be interlocking type and Interlocking Rules 600 to 678, inclusive, will apply, except Rule 628 is modified to permit movement to be made past inoperative signals on telephone authority from Telegrapher, in lieu of hand signals, and train and enginemen must assure themselves that switches are properly lined for desired route.

Semaphore signals will govern main track movements and dwarf light signals will govern movements to and from sidings. At Woodford additional dwarf light signals are located near middle of siding governing siding movements.

Trains stopped by signals must communicate with telegrapher by telephone located in telephone booths at east and west switches and be governed by his instructions. Additional telephones are provided at Woodford on signal case of Eastward signal near house track derail, and at derail of house track extension at Caliente. If instructed by telegrapher to throw interlocked switch by hand, follow instructions posted in telephone booth.

Trains or engines entering main track, except where fixed signals govern movement, must receive authority from Telegrapher then may proceed with caution, not exceeding six (6) miles per hour to next signal, except helper engines to cut into train standing on main track at Caliente.

At Caliente, Bealville and Marcel the siding next to main track will be known as eastward siding, adjoining track will be known as westward siding. Inside siding switches are oil spring switches and normal position is for train entering siding. Trains entering siding past an inoperative signal must assure themselves this switch is properly lined.

When necessary to throw switch, the switch stand should be operated slowly, keeping a steady pressure on handle. Care must be used to not take slack or make backward movement in leaving respective sidings.

The member of crew cranking switch over, after receiving permission from Telegrapher, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position, unless instructed by Telegrapher to leave switch open.

STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1 27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

ON ALL CURVES OF 6 DEGREES OR OVER LISTED BELOW:

Maximum—except where less speed prescribed in Speed Restrictions, be governed thereby:

	Passenger	Freight	Running Backward
F-3, F-4 and F-5 type engines	25	20	15
Other engines, except Santa Fe 3800 type	30	20	15
Santa Fe 3800 type engines	20	20	15

Page	STATION	Mile Post	Curve
4-5	½ mile west of Ilmon to 1 mile west of Tehachapi	330.5—358.8	Various
6-7	Harold to Lang	416.3—438.8	Various
6-7	Lang to Saugus	438.8—450.6	Various
11	Lokern to Asphalto	350.7—350.8	7 Degrees
10	Barton	209.1—209.3	10 Degrees
10	Maltermoro	211.9—212.2	10 Degrees
10	Gordon to El Prado	223.2—223.7	10 Degrees
10	El Prado to Friant	224.9—225.3	10 Degrees
9	Worth to Magnesite Jct.	281.3—281.5	7 Deg. 30 Min.
9	Success to Springville	287.0—289.0	Various

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles Per Hour.

Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

Page	BETWEEN	Passenger	Freight	Running Backward
2-3-8-10	Fresno within city limits, except:	15	10	10
2-3-8-10	Fresno within city limits along or across street crossings	8	8	8
2-3-8-10	Fresno outside city limits west of Calwa Tower, Blossoma and Barton	30	15	10
2-3-4-5	Calwa Tower and one mile west of Ilmon, except:	50	35	20
2-3	Fowler, within city limits	10	10	10
2-3	Selma, within city limits, 5 a.m. to 11 p.m.	15	15	15
2-3	Kingsburg, within city limits, 4 a. m. to 11 p. m.	20	20	20
2-3	Goshen Junction yard	25	25	20
2-3	Tulare, within city limits	15	15	15
2-3-4-5	Bakersfield, within city limits	6	6	6
2-3-4-5	Bakersfield Yard, outside city limits	35	20	20
4-5	1 mile west of Ilmon and 1 mile west of Tehachapi	30	20	15
4-5	1 mile west of Tehachapi and 1 mile east of Cameron	50	35	20
4-5	1 mile east of Cameron and Mojave, except:	45	20	20
4-5	Mojave and 1 mile east of Cameron (Westward freight trains)		35	10
4-5-6-7-11	Mojave Yard	15	10	10
6-7	Mojave and Mile Post 417 (.7 mile east of Harold), except:	50	35	20
6-7	Mile Post 417 and Palmdale (Westward Freight Trains)		22	20
6-7	Mile Post 417 (.7 mile east of Harold) and Lang	30	20	15
6-7	Lang and Saugus	30	22	15
8	Blossoma and Famoso via Fresno Branch, except:	45	30	20
8	Reedley, within city limits	15	15	15
8	Exeter, within city limits	10	10	10
8	Lindsay, within city limits	15	15	15
8	Porterville, within city limits	8	8	8
8	On curve west of Orris	30	20	20
9	Richgrove and Jovista, straight track	25	25	20
9	Richgrove and Jovista, curve track	15	15	10
10	Ingle and 1 mile west of Riverdale	35	25	15
10	1 mile west of Riverdale and Hardwick	20	20	15
9-10	Kerman and Exeter via Hanford and Visalia, except:	40	30	20
9	Hanford, within city limits	8	8	8
9	Visalia, within city limits	15	15	15
9	On curve at Ambler	30	20	20
9	Armona and Crump, except:	40	25	20
9	Huron and Turk, on curves	30	18	15
9	Crump and end of track	8	8	8
10	Barton and Gordon, except:	30	25	20
10	Barton and Maltermoro, on curves	25	18	15
10	Clovis, within city limits	8	8	8
10	Gordon and Friant	25	18	15
11	Bakersfield and Gosford	40	25	20
11	Gosford and Mile Post 354½, except:	30	25	20
11	First Curve east of Lokern	30	20	15
11	Mile Post 354½ and Olig, except:	20	20	15
11	With large loaded oil cars		15	15
11	Magunden and Arvin, except:	25	25	15
11	On curves	15	15	15
10	Rossi and Stratford	20	20	15
9	Porterville and Springville	20	15	10
11	Mojave and Rand	30	25	20
11	Rand and Owenyo	40	30	20
8-9	Visalia Branch and Fresno Branch, Junction switch, over east leg of wye at Exeter	10	10	10
	Through interlocking plants	**With Caution**		
	Through crossovers, and turnouts, except:	8	8	8
	To double track, Sivert	20	20	15
	Turnout of double track just west of Calwa Tower	30	15	10

OTHER MAXIMUM SPEEDS.

Subject to Speed Restrictions.

	M.P.H
Mikado, F-1 type and Consolidation engines	45
F-3, F-4, F-5 and Santa Fe 3800 type engines	Freight Speed
F-3, F-4, F-5 and Santa Fe 3800 type engines, backward movement over switch turnouts	8
Mallet engine (except where freight speed is less, be governed thereby)	25
Yard engines (except where freight speed is less, be governed thereby)	20
Engines equipped with cylindrical tenders ,7000 gallons capacity or less in Passenger service between	
1 mile west of Ilmon and 1 mile west of Tehachapi	30
Mile Post 417 (.7 mile east of Harold) and Saugus	30
Other territory	Freight Train Speed

Unless otherwise specified, maximum speed of 5000 class and F-5 type engines in passenger service is as follows:

Tangent Track	45 miles per hour.
Curves 7 to 10 degrees	25 miles per hour.
On Lighter Curves	Same restrictions as applicable to locomotives of lighter type.

Between one mile east of Cameron and Mojave Yard maximum speed of engines running light descending grade will be 25 miles per hour.

Engines running light must not exceed freight speed, except F-1 and lighter engines may run 25 miles per hour where freight speed is 20 or 22 miles per hour.

Trains handling relief outfit must not exceed 25 miles per hour on main track, Exeter and Kerman, Fresno Branch, 15 miles per hour over other lines and 15 miles per hour on curves of 5 degrees and over. Where freight speed is less, be governed thereby.

Nos. 25 and 59 will not make up any time on their schedules between Tehachapi and Ilmon.

When Locomotive Cranes, of the type of SPMW 3636, are placed in trains, they must be handled with the heavy end forward, except where it is impossible to turn them, in which case they must be turned at the first available point.

In isolated cases, where it becomes absolutely necessary to handle these cranes with the light end forward, extreme care must be exercised and speed of 25 miles per hour not exceeded.

MISCELLANEOUS

1. At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and make inspection:

Ravenna.

Marcel-Rowen.—Or in making other stops, inspection may be made provided initial run is not to exceed 8 miles, succeeding runs not to exceed 10 miles.

A continuous run of 10 miles will not be made where the run from the last inspection point was less than 7 miles.

M. P. 376 to 377, or train taking siding at Warren or stopped at home signals Nos. 3744 or 3756 may make inspection at that point.

McKittrick Branch.—M. P. 357 to 358.

Owenyo Branch.—Rand.

2. Freight trains taking siding where it is necessary for them to open their own switch, and where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

3. Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

5. **Retainers** will be used on passenger trains as follows:

Eastward trains	Cameron to Mojave—All retainers
Eastward trains	Vincent to Acton—Available retainers
Westward trains	Vincent to Harold—Available retainers
Westward trains	Tehachapi to Caliente—All retainers

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

Retainers will be used on freight trains as follows:

Eastward trains	Cameron to Mojave
Eastward trains	Vincent to Lang
Westward trains	Vincent to Harold
Westward trains	Tehachapi to Caliente
Westward trains	Caliente to Ilmon; first ten available retainers from head end.
Westward trains	McKittrick to Lokern
Westward trains	Coso to Linnie
Westward trains	Searles to Garlock

SPECIAL INSTRUCTIONS—Continued.

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed.

Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

8. **Fresno.**—Eastward trains entering yard will be governed by signal from Herder as follows: Trains via Merced green signal; trains via Kerman yellow signal.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from Yardmen.

(Main Line)—(Depot No. 1)—(Depot No. 2)—(Depot No. 3)—(Depot No. 4)—(Back Lead).

Mojave.—Trains entering or leaving west end of yards be governed by following signals:

Leaving................Green signals.
Entering...............Yellow signals.

Trains entering east end of yard be governed by following signals·

Southern Pacific........Yellow signals.
Santa Fe...............Green signals.

Trains leaving east end of yard may proceed without signal from Herder provided they are notified switches are properly lined.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:
Passenger trains......One long.
Freight trains........One short, one long, one short.

Santa Fe:
Passenger trains......One long, one short.
Freight trains........One long, one short, one long.

9. **Fresno.**—Trains from Clovis Branch and Fresno Branch stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter.—Eastward trains stop at "stop" board at junction with Fresno Branch.

10. At least two loaded steel underframe cars must be placed immediately ahead of 2-10-2 type engines that are engaged in helping.

11. **Goshen Jct.**—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

12. At Vincent siding next to main track will be known as eastward siding; back track will be known as westward siding.

13. At Rowen, siding between intermediate switches is designated as middle siding.

Siding east of middle siding is designated as westward siding.
Siding west of middle siding is designated as eastward siding.
Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding.

Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars.

15. Tracks at following stations must not be used by F-3, F-4, F-5 and Santa Fe 3800 type engines. Spurs at Bena, Caliente, Cable.

16. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding and Track No. 2 as eastward siding.

17. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 2.

18. Train movements on Richgrove-Jovista Line will not be authorized by train orders. Trains using this line will do so under flag protection .

Flagman will be left at Richgrove with instructions to hold all other trains desiring to use this track until return of his train.

19. Night signals will be displayed through all tunnels.

20. West switch Ivanhoe is located 790 feet east of Ivanhoe station sign.

21. Engines heavier than large Moguls will not be permitted east of East Switch Crump. Flanges of engines proceeding farther must be thoroughly oiled before moving around curves.

22. Engines larger than small Moguls will not be run between Hardwick and Riverdale. Engines larger than Moguls will not use spur at Maltermoro.

23. No train, engine, car or motor shall be stored within 100 feet of either property line of County Road crossing or Alfred Ice Cream Co. track at Tipton, unless the crossing is protected by a human flagman.

24. Eastward Clovis Branch trains destined to Fresno Interurban secure train orders or clearance from operator at Fresno Tower, authorizing movement over Fresno Interurban.

25. Conductors and Engineers from Riverdale Branch to Stockton Division, in addition to orders and Clearance Card signed by Chief Dispatcher of Stockton Division, authorizing movement from Ingle to Kerman on Tracy-Fresno subdivision of Stockton Division, will also in all cases procure from operator at the same point where such orders and clearance are issued, Clearance Card signed by Chief Dispatcher of the San Joaquin Division.

26. To expedite movement of relief trains out of terminals, crews for relief trains report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

27. Engines other than those of 1000, 1100 and 1200 class will not be permitted on the following tracks in Fresno Yard:

Spur track originating Fresno Branch, 1,000 feet east of Santa Fe interlocking plant No. 2, serving the California Peach and Fig Growers, Malaga Packing Company and the Sun Maid Syrup Plant; Alley drill track between Van Ness and Fulton Avenues, originating Clovis Branch on San Diego Avenue; Stewart & Nuss spur originating on west leg of Wye and Pierce Lumber Co. spur originating on main line west of west wye switch. All trains, engines and cars of Southern Pacific Co., using drill track of Fresno Industries, Inc., at Fresno, shall stop before crossing Santa Fe track. Hayes derails have been installed each side of Santa Fe crossing.

28. On Terminal air brake test on passenger trains tied up at intermediate stations where no car inspectors are on duty, also on freight and mixed trains originating at Maricopa, Taft, McKittrick and Coalinga, the method of making air test as outlined in Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus, Question and Answer No. 300, pages 113 and 114, will be followed.

The purpose of this rule is to determine that brakes are cut in and operating on all cars in the train.

29. Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

Whenever any cars are set out en route the brake pipe must be blown out from the head end of the cars set out and angle cock left open. This to prevent trains getting out of control due to accumulation of moisture and water in brake pipes.

30. Following will govern the handling of switches for the center sidings at Warren and Monolith:

Westward Trains—Heading in.

Switches will be handled in following sequence:

1. Westward main line switch.
2. Center siding switch.
3. Derailing switch.

After Train is in siding.

1. Westward main line switch.
2. Derailing switch.
3. Center siding switch.

Eastward Trains.

Switches will be handled in normal manner.

31. It should be understood that Rule 866 requires that Conductors, when leaving cars on tracks designated as passing sidings, or principally used as such, and leaving the station because of making a side trip, or proceeding on their straight-away trip, or are released to avoid violation of the Hours-of-Service Law, or are otherwise released from duty, shall advise Chief Train Dispatcher promptly at first available train order office. Such requirements will not apply when train occupies siding while crew is switching at that station or at terminal yards.

Rule 866 does not supersede Rule 98-A requiring trains entering sidings to proceed with caution, or any special instructions in the time-table.

32. On engines equipped with rear foot-boards, where water connections are not in use, hose should be disconnected and placed on tender of engine in place provided.

Engineer or fireman will see that this is done in all cases.

33. When the head end of a train misses their Form 19 train orders and clearance card, as office is passed, operator will not make delivery to the rear end but will make every effort to stop the train by giving stop signals. In case either end of the train misses the orders or clearance card, operator will notify dispatcher and make telegraphic report to Superintendent and Trainmaster.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

Class	Average Weight—Pounds		
	All Steel	Steel Underframe	Wood
Baggage 60 ft.	92,100	....	....
" 66 ft.	127,400	....	....
" 70 ft.	121,300	....	....
"	....	....	77,600
" (Dynamo)	102,700	....	....
Baggage and Mail 60 ft.	102,200	....	....
" " " 69 ft.	123,900	....	....
" " " 70 ft.	127,500	....	....
" " "	....	97,800	78,600
Baggage and Passenger	117,250	....	72,300
Baggage (CM&StP)	125,000	....	....
Express Refr. (NP RR)	....	74,000	60,000
" " (GN RR)	....	....	70,000
" " (ARE) 40- 154	....	78,000	....
" " " 155- 224	....	89,000	....
" " " 500- 506	....	110,000	....
" " " 1101-1175	....	85,000	....
" " (PFE) 500- 799	....	83,000	....
Tea and Silk	....	....	48,100
Express, Horse	129,300	....	79,400
Postal	112,000	....	....
Postal Storage 40 ft.	74,100	....	....
" " 60 ft.	105,100	....	....
Club	146,300	121,800	....
Official	170,500	137,300	101,700
Official (CM&StP)	141,000	....	....
Chair	101,700	....	84,800
Coaches 60 ft.	100,100	....	....
" 70 ft.	136,800	....	....
" 72 ft.	138,900	....	....
" 72 ft. Interurban	120,000	....	....
" (CM&StP)	133,000	....	....
"	....	....	75,000
All-Day Lunch, Chair	100,500	....	....
" " Coach	96,300	....	....
Cafe, Coach	....	....	117,200
Diner 70 ft.	....	134,900	129,000
" 72 ft.	154,400	146,900	133,500
" 77 ft.	153,300	156,600	....
" 79 ft.	167,500	....	....
Cafe, Observation	....	....	119,000
Observation	....	137,700	122,000
Pullman Observation	163,600	153,000	....
" Parlor	155,600	147,500	....
" Standard Sleeper	164,600	144,000	....
" Tourist	140,600	133,000	....
CM&StP Tourist Sleeper	141,000	....	....

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
	Fresno-Saugus—Main Track	
205.5	Fresno Shop Yard	Water tank spout.....Side
205.5	Fresno	Pullman shed.....Side
208.3	Calwa	P. F. E. ice dock.....Side
220.7	Selma	Libby-McNeill & Libby.....Side
225.6	Kingsburg	Water tank spout.....Side
245.6	Tagus	Tagus Ranch.....Overhead and Side
260.4	Tipton	Water tank spout.....Side
313.2	Bakersfield, east end Round House lead	Water column.....Side
313.2	Bakersfield Emergency Column No. 4	Water column.....Side
313.2	Bakersfield, roundhouse turnout tracks	Sandhouse.....Side and Overhead
313.2	Bakersfield	P. F. E. ice dock.....Side
313.2	Bakersfield	Pullman shed.....Side
313.2	Bakersfield	Wheel unloading crane.....Overhead
313.2	Bakersfield	Coal house at store.....Side
313.2	Bakersfield	Air pump house.....Side
313.2	Bakersfield	Gravel Bunkers, Gravel Pit.....Side and Overhead
335.2	Caliente	Water tank spout.....Side
340.5	Bealville	Water tank spout.....Side
354.2	Marcel	Water tank spout.....Side
365.0	Monolith	Cement Warehouse.....Side
380.7	Mojave main track	Water column.....Side
399.9	Oban	Water tank spout.....Side
434.8	East of Russ	Tunnel 17½.....Overhead
434.8	East of Russ	Water flume.....Overhead
435.5	East of Russ	1st bridge, Santa Clara river.....Side
435.9	East of Russ	3rd bridge, Stanta Clara river.....Overhead
436.1	East of Russ	4th bridge, Santa Clara river...Side and Overhead
436.3	East of Russ	5th bridge, Santa Clara river...Side and Overhead
436.8	East of Russ	7th bridge, Santa Clara river...Side and Overhead
436.9	East of Russ	8th bridge, Santa Clara river...Side and Overhead
437.4	East of Russ	10th bridge, Santa Clara river..Side and Overhead
437.0	East of Russ	Tunnel 18.....Overhead
439.5	East of Lang	Tunnel 20.....Overhead
440.1	East of Lang	Tunnel 21.....Overhead
441.5	East of Lang	Tunnel 22.....Overhead
445.3	East of Humphreys	Tunnel 23.....Overhead
449.7	East of Honby	Tunnel 24.....Overhead
	Fresno-Famoso via Porterville	
219.8	Sanger	Steinhardt & Kelly.....Side
235.0	Dinuba	Water tank spout.....Side
257.4	Exeter	Water tank spout.....Side
257.4	Exeter	Visalia Electric Carhouse Doorways.....Side
295.9	Quality	Packing house.....Side
	Goshen Jct.-Coalinga-Kerman	
229.1	Armona	Water tank spout.....Side
244.1	Stratford	Water tank spout.....Side
268.4	Coalinga	Water tank spout.....Side
216.8	Cando	Water tank spout.....Side
	Fresno-Friant	
205.5	Fresno	Alley Drill Track, Fulton.....Side
217.4	Clovis	Water tank spout.....Side
	Bakersfield-Olig	
350.5	Lokern	Water tank spout.....Side
328.4	Stevens	Water tank spout.....Side
	Mojave-Owenyo	
402.5	Cantil	Water tank spout.....Side
426.8	East of Teagle	Tunnel 29.....Overhead
484.1	Haiwee	Water tank spout.....Side
523.0	Owenyo	Highline trestle on Calif. Alkali Co. Spur.....Overhead and Side

Employes are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employes must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. W. B. Coffey	Manager and Chief Surgeon	San Francisco, Cal.
Dr. J. D. Morgan	District Surgeon	Fresno, Cal.
Dr. Chas. A. James,	Asst. District Surgeon	Fresno, Cal.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno, Cal.
Dr. J. D. Wagner	Emergency Surgeon	Selma, Cal.
Dr. W. H. Nielson	Emergency Surgeon	Fowler, Cal.
Dr. E. C. Halley	District Surgeon	Sanger, Cal.
Dr. G. A. Hawkins	District Surgeon	Reedley, Cal.
Dr. D. C. Fowler	District Surgeon	Exeter, Cal.
Dr. Paul R. Walters	District Surgeon	Dinuba, Cal.
Dr. W. L. Nuckolls	District Surgeon	Kingsburg, Cal.
Dr. M. S. McMurtry	Emergency Surgeon	Clovis, Cal.
Dr. R. N. Fuller	District Surgeon	Tulare, Cal.
Dr. J. Seiberth	District Surgeon	Pixley, Cal.
Dr. Henry A. Rivin	District Surgeon	Delano, Cal.
Dr. J. A. Copeland	District Surgeon	Delano, Cal.
Dr. C. M. White	District Surgeon	Visalia, Cal.
Dr. C. T. Rosson	District Surgeon	Hanford, Cal.
Dr. J. C. Drake	District Surgeon	Kerman, Cal.
Dr. Geo. A. Meracle	Emergency Surgeon	Caruthers, Cal.
Dr. E. S. Garrett	Emergency Surgeon	Riverdale, Cal.
Dr. W. W. Goodrich	District Surgeon	San Joaquin, Cal.
Dr. Wm. P. Byron	District Surgeon	Lemoore, Cal.
Dr. G. T. Mountford	District Surgeon	Coalinga, Cal.
Dr. A. C. Muller	Emergency Surgeon	Strathmore, Cal.
Dr. S. A. Barber	District Surgeon	Porterville, Cal.
Dr. W. W. Tourtillott	Assoc. District Surgeon	Porterville, Cal.
Dr. H. D. R. Shoemaker	District Surgeon	Lindsay, Cal.
Dr. A. I. Fraser	Division Surgeon	Bakersfield, Cal.
Dr. Hugh W. Bell	District Surgeon	Bakersfield, Cal.
Dr. N. N. Brown	Consulting Surgeon	Bakersfield, Cal.
Dr. F. A. Hamlin	Oculist and Aurist	Bakersfield, Cal.
Dr. E. A. Shaper	District Surgeon	Woodford, Cal.
Dr. R. G. Doupe	District Surgeon	Tehachapi, Cal.
Dr. C. C. Warner	District Surgeon	Mojave, Cal.
Dr. M. A. Williamson	District Surgeon	Lone Pine, Cal.
Dr. Harvey Crook	District Surgeon	Big Pine, Cal.
Dr. J. A. Loundagin	District Surgeon	Independence, Cal.
Dr. William L. Denton	Emergency Surgeon	Randsburg, Cal.
Dr. S. H. Savage	District Surgeon	Lancaster, Cal.
Dr. F. P. Brockett	District Surgeon	Palmdale, Cal.
Dr. J. E. Wheat	District Surgeon	San Fernando, Cal.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITAL STRETCHERS

- FRESNO
  - BAGGAGE ROOM
  - STORE ROOM
  - RELIEF TRAIN
- GOSHEN JUNCTION
- BAKERSFIELD
  - BAGGAGE ROOM
  - EMERGENCY HOSPITAL
  - RELIEF TRAIN
  - CAR SHOPS
  - MACHINE SHOPS
- TEHACHAPI
- MOJAVE
  - BAGGAGE ROOM
  - RELIEF TRAIN
  - CAR SHOPS
- SAUGUS
- EXETER
- PORTERVILLE
- COALINGA
- HANFORD
- OWENYO

LOCATION OF HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
WHITE MEMORIAL HOSPITAL	LOS ANGELES

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno. Bakersfield and Kerman via Armona. Rosamond, Lancaster. See note.	Bakersfield to Mojave	Saugus to Bakersfield	Mojave to Saugus
E-5	E-69 18/24 69	1387, 1396, 1397, 1401	165	2430	300	360	400
E-23	E-73 20/24-101-S	1433 to 1458	190	3310	430	510	570
E-23	E-73 20/24 92						
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2670	320	390	440
E-27	E-73 20/26 113-S	1526 to 1540	210	4030	540	640	710
M-4	M-63 20/28 135-S	1615 to 1719	190	4270	630	730	810
M-4	M-63 20/28 126						
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	790	920	1020
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803					
M-9	M-63 21/28 150-S	1804 to 1822	210	5540	850	990	1090
T-16	T-57 18/24 80	2039, 2040, 2073, 2082, 2095	165	2880	400	480	530
T-10	T-57 18/24 86	2137 to 2151	160	2770	380	450	500
T-9	T-57 18/24 96	2175, 2180	170	2960	400	480	530
T-9	T-57 18/24 92	2170, 2172	170	3190	420	490	550
T-3	T-69 20/26 113	2212 to 2220	180	3510	470	550	620
T-2	T-63 19/24 105	2221 to 2234	160	2810	360	430	470
T-1	T-63 20/26 112	2235 to 2273	180	3840	560	660	730
T-25	T-69 20/28 134	2275 to 2280	200	4230	590	690	770
T-27	T-69 20/26 124	2282	180	3490	440	530	600
T-23	T-63 21/28 148-S	2301 to 2308, 2310	210	5560	870	1000	1010
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	6060	930	1080	1190
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	5850	900	1050	1150
P-1, 3, 5	P-77 22/28 141-S	2400 to 2408, 2410 to 2421, 2423 to 2452, 2459, 2460	210	5010	700	820	910
P-6	P-77 25/28 172-S	2453 to 2458	200	6150	880	1030	1150
P-10	P-73 25/30 181-SF	2478 to 2483	200	6830	940	1110	1240
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	7140	960	1130	1270
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2860	210	6660	1030	1200	1320
C-9, 10	C-57 22/30 194-S						
C-8	C-57 22/30 192-S	2698 to 2751					
C-5	C-57 22/30 187-S	2624 to 2679					
C-5	C-57 22/30 185-S	2680 to 2693					
C-2	C-57 22/34 180-S	2600 to 2611	190	5990	930	1080	1190
C-4	C-57 22/34 183-S	2612 to 2623					
TW-8	TW-54 21/32 155	2914 to 2923	180	4960	740	870	960
TW-3	TW-50 20/26 120	2932 to 2945	170	4230	650	750	830
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3970	500	600	670
A-3	A-81 20/28 116/B-59-S	3025 to 3040, 3042 to 3071	210	4200	550	660	760
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3275	200	8000	1300	1500	1660
F-1	F-63 27½/32 273-S	3600 to 3652	200	8000	1530	1770	1950
F-4, 5	F-63 29½/32-306/B-61-SF	3668 to 3763	200	8000	1800	2000	2300
F-5	F-63 29½/32-306/B-62-SF	3764 to 3768					
Mt-1, 3, 4	Mt-73 28/30 246/B-60-SF	4300 to 4358	210	8000	1340	1570	1740
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5015	225	8000	2000	2350	2600
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF	5016 to 5048					
Allowance for empty and underloaded cars		Less than 40 M's		6	3	3	3
		40 to 50 M's		3	0	0	0

NOTE—Ratings of thru trains east will be those shown for Mojave to Saugus to avoid filling out at Rosamond.

Ratings of thru trains west will be those shown for Saugus to Bakersfield to avoid filling out at Lancaster.

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per cent Equivalent Grade
Fresno to Bakersfield.	0.35	0° 50′	0.37
Bakersfield to Ilmon.	1.50	10°	1.90
Ilmon to Tehachapi.	2.20	10°	2.60
Saugus to Palmdale.	2.20	10° 33′	2.61
Palmdale to Mojave.	1.50	1° 30′	1.55
Mojave to Eric.	2.20	4°	2.36
Eric to Tehachapi.	1.18	1° 50′	1.24
Fresno to Friant.	1.00	10°	1.40

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheeler
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

C-57 $\frac{22}{30}$ 187

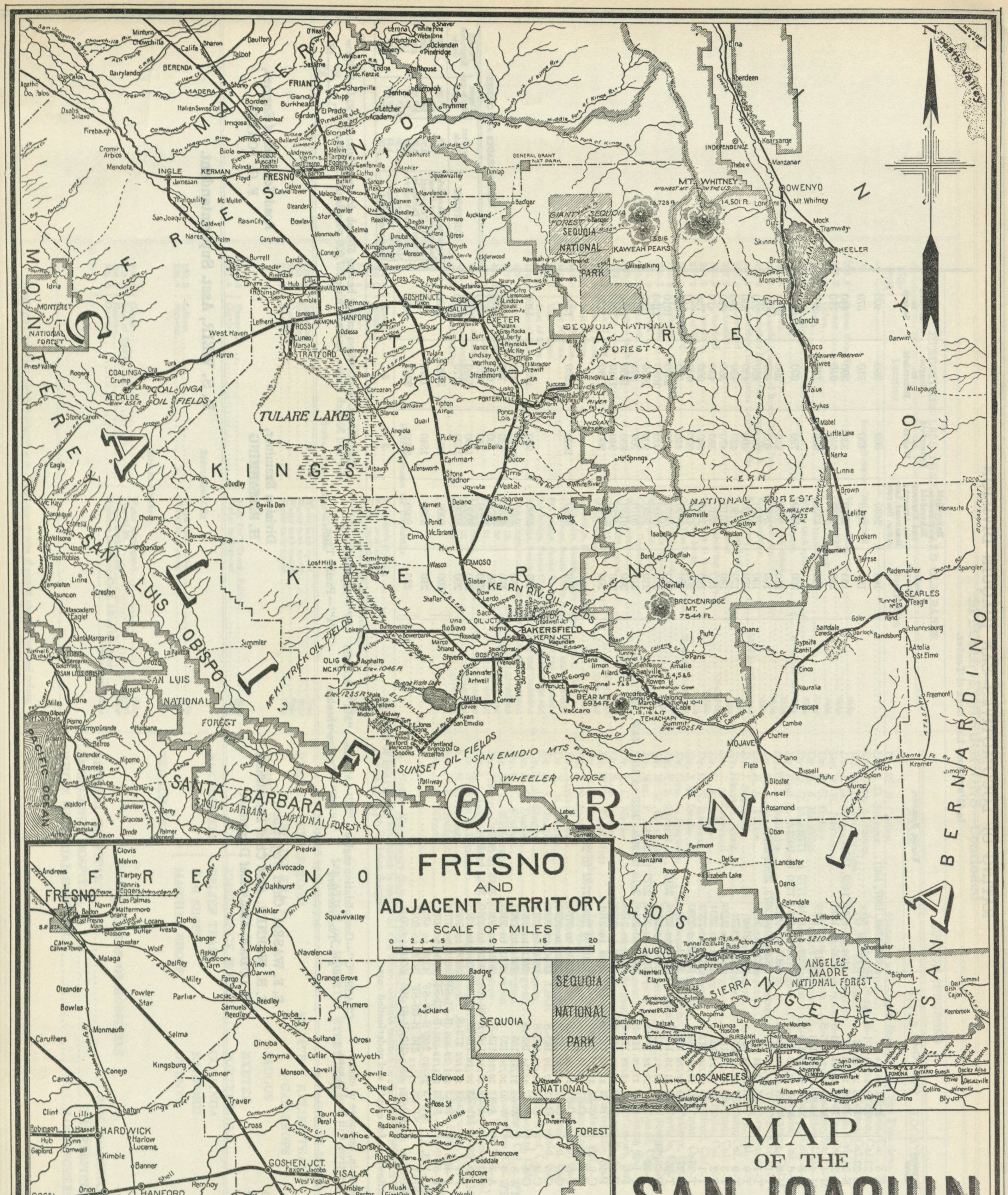
TRAINMASTERS
H. C. THOMPSON........Fresno
R. G. PROSOLE......Bakersfield
S. H. BRAY...............Mojave

E. F. WASEM, Chief Dispatcher,
F. B. WARNER, Asst. Chief Dispatcher,
O. D. DAY, Asst. Chief Dispatcher.

Division Examiner,
H. R. MANNING

Road Foreman of Engines,
F. G. TOATES

D. S. WEIR, Asst. Superintendent.


CALIFORNIA
MADERA
FRESNO
TULARE
KINGS
KERN
SAN LUIS OBISPO
SANTA BARBARA
LOS ANGELES
SAN BERNARDINO
INYO
MONTEREY
FRESNO
BAKERSFIELD
VISALIA
HANFORD
PORTERVILLE
COALINGA
MOJAVE
SAUGUS
LOS ANGELES
TULARE LAKE
PACIFIC OCEAN
MT. WHITNEY HIGHEST MT. IN THE U.S. 14,501 Ft.
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
GENERAL GRANT NAT. PARK
KERN NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
MONTEREY NATIONAL FOREST
COALINGA OIL FIELDS
KERN RIV. OIL FIELDS
McKITTRICK OIL FIELDS
SUNSET OIL FIELDS
SAN EMIDIO MTS
WHEELER RIDGE
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
TEHACHAPI Summit Elev. 4025 Ft.
OWENS LAKE
Death Valley
NEVADA
N
TULARE LAKE
SEQUOIA NATIONAL PARK

FRESNO
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20

MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE. 1918.

J. F. M.

SCALE OF MILES

0 5 10 20 30 40

Revised 11-12-24